



HISTORY OF THE HAMMOND, INDIANA FIRE DEPARTMENT

BY GORDON D. WHITNEY

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GORDON WHITNEY

Gordon D. Whitney came to Hammond at the age of 10 with his parents who had come from Grand Rapids, Michigan. His father had accepted employment at the old Simplex Plant — later to be known as the American Steel Foundry.

He attended elementary school in Hammond and graduated from Hammond High School. Whitney enlisted in the U.S. Navy and after his discharge attended Western Michigan University in Kalamazoo, Michigan.

In 1948 he married Marilynn Cole whose family, the Prohls, were some of Hammond's earliest settlers. He joined the Hammond Fire Department August, 1949 and served in every capacity rising through the ranks from Private to Senior Captain.

Gordon was always interested in the Fire Department's history and compiled a complete history of the department and created an archives located in the Central Station. Throughout the years he amassed a collection of photos and had them identified by depicting all different phases of the early fire department which are now on display in the archives.

Whitney was also an active member of the Hammond Historical Society and served as its president in 1970.

An active Civil War buff for over twenty years, he has one of the largest Civil War libraries in the state and he has done extensive research into many facets of Indiana's participation in the War. Whitney has served as the president of both the Chicago and Louisville Civil War Round Tables and has lectured on the Civil War all over the country.

In 1973 Whitney retired from the department and along with his wife and son moved to Madison, Indiana where he has taken up the duties of running an 108 year old farm and restoring the old farm house plus other old buildings in Madison.

HISTORY OF THE HAMMOND FIRE DEPARTMENT

by

Gordon Whitney

"FROM CHECKERS TO ALGEBRA"

When I was first approached to do a talk on the Hammond Fire Department, I thought it would be a simple job. Going over the records and putting the facts together (I thought) would be a relatively simple task. I received quite a shock when I found there were almost no written records pertaining to the Hammond Fire Department. Being a fireman, I have some knowledge of the department and working with the senior members for over twenty years has helped expand that knowledge as well as my understanding of their aims and purposes.

But none of this could have happened without the help of many people, especially Warren Reeder, who has been a constant help -- giving me counsel, encouragement, ideas and the use of his marvelous library. I am indeed indebted. Also, I am grateful to the Hammond Public Library and its fine staff and to the people like Chief Michaw and Assistant Chiefs Stillson, Riebe, Ross and Davich, to Captain Czubala, Retired Chief Spolnik, Retired Assistant Chief Gerhardt Schultz and especially to Retired Captain Ed Olejniczak,

I don't think there is any group in the City of Hammond that could be said to have played a greater part in Hammond's history than the Fire Department - or should I say that the department almost caused Hammond to be a ghost town, on that dreadful day of October 23, 1901 as the great George H. Hammond Packing Company burned to the ground leaving hundreds without employment?

Life on the fire department in those early days was one of extreme hardship and work, but it produced without a doubt, an era as colorful as any in American History. Then, as today, what boy, sometime in his life hasn't wanted to be a fireman and who hasn't received a thrill seeing the fire engines thunder by responding to a call with lights and sirens blazing away. Who can forget the picture of the early fireman with his bright red shirt sitting in front of the station or inside engaged in a "hot" game of checkers?

In the early days of America, the only protection for the colonist was the leather fire bucket and the ladder that hung on his house ready for use. When a fire occurred, the people turned out to help their stricken neighbor in the same spon-

taneous and unorganized way they assisted at a house raising or husking bee.

Then followed the professional volunteer, who responded to a call in the same way the volunteers of today's small towns and villages do. But he was paid. This was, without a doubt, the most colorful time in fire fighting. These men emerged on the scene of the larger cities in the middle 1850's by forming their own companies. Coupled with the invention of the fire steam pumper in 1852 by Alexander B. Lotta of Cincinnati, Ohio they went into the business of fire-fighting.

The insurance companies would place a plaque about 10" x 12" of cast iron or wood in different shapes on a building they had insured to show that the building was covered in case of fire. This assured the newly formed fire fighting companies that they would be paid. In most cities the fee ranged from \$10.00 -- \$50.00 depending on the size of the fire. Most of these fire companies enrolled from 3 to 6 rough and tough Irish men who enjoyed nothing more than a good fire or a good fight.

When a fire was reported and the first company arrived on the scene, the officer would assign as many men as necessary to fight the blaze. Then he and the remaining crew would stand and wait outside with pipe and wrench in hand and boldly announce to the next approaching engine and crew, that this was their fire and to stay away. If another company would help or assist in the fire, they would share in the profits. Of course, not all these warnings were heeded and it was not unusual for a building to burn to the ground while two or more companies of firemen battled.

Of one such fight, the New York Times gave this account:

Yesterday's fire at Brogan's Bar, Fireman O'Day was shot in the middle finger on the right hand. He was knocked down, stamped upon, his head cut and he received a stab in the back. Despite all this, he is getting along favorably and is expected to return to his engine "The Uncle Sam."

The fire engines received their names from a local hero, a great American or from a name of trust, such as The Lady Washington - Everfaithful - Pinch Boy - Old Hickory - Uncle Tom - The Eagle, to name a few.

To pay for these new engines was a most difficult job for the men. Many a manufacturer was talked into extending extensive credit by the silver tongued Irish fire fighters and many were never paid.

Out of this need developed the famed Fireman's Ball where all the proceeds went to pay for their equipment. As quickly as they came, the volunteers disappeared from the scene. On April 1, 1853, the first paid fire department came into existence in the United States.

It was on "April Fool's Day" that the firemen had fought each other while a fire raged out of control and destroyed an entire city block of downtown Cincinnati.

So the city council formed a paid department. Little by little other cities followed and by the time of the Civil War most of these volunteers were absorbed into the new formed City Fire Departments.

The workings of the fire departments of that day were quite interesting. The fire engine or pump derived its pressure to pump water by steam. A large, brass, cylindrical boiler about six to eight feet in height and approximately four to five feet in diameter was mounted on the rear carriage of the fire engine. On the rear of the boiler was a small platform where the engineer stood. In front was the driver's seat and attached to the front wheels was the wagon tongue. To this the horses were harnessed.

In the stations the horse's harnesses were suspended from the ceiling. To fasten their special collars took but a second. A pull on a rope would release the harness and it would drop on the horses back and with a quick turn underneath, they were ready.

The most touching scene of early fire fighting were the horses. They seemed almost human.

In Hammond, as in many cities, the care of the horses was the responsibility of the driver, or as they were called then-Temos--short for Teamsters. They were to exercise them every day at 6 a.m. and at 6 p.m. and then men and their horses could be seen walking around the block. Upon their return, they were wiped-down and brushed.

The horses were as full of tricks as the firemen and pity the man who would turn his back on one with a pouch or plug of tobacco sticking out of his pocket. The horse could lift it out with the precision of a professional pickpocket. Veterinarians claimed tobacco was good for a horse because it controlled worms. Some horses would try to put their nose into the fireman's shirt looking for sugar. And you didn't need a watch to know what time dinner was, for the horses would begin kicking their stalls at the appointed hour.

When the alarm bell rang, and if it was for them, they knew precisely what was expected of them. When the switch-board operator sounded the alarm, it would also release the current in an electro-magnet that was used to hold the chain across the stable. They would trot out right smartly to their assigned places. Many times it was a mad scramble to see who could get to the fire wagon first -- the men or the horses. If the two outside horses got to their position first, the center horse would back into position.

In Hammond the center horse was used only in the winter months. In fact, Hammond Firemen kept a horse for just this purpose. "Old George" was a veteran of many years and had grown blind. The firemen had become so attached to George they couldn't see him destroyed. So, unbeknownst to many, George made a lot of fire calls in the middle position. The horses, restless and pawing the floor, would move about waiting for the chain across the fire house door to drop. While this was going on, the engineer, standing on the rear platform of the engine, ignited the fire in the boiler which he had prepared beforehand by piling in small sticks of wood, paper and coal. He tossed in a fuse and by the time the charging horses pounded out onto the street, smoke could be seen coming from the chimney of the steamer.

Upon reaching the fire the horses were led away and the engine was attached, through a large rubber or canvas hose - 10 feet in length and about 4" to 6" in diameter (called a hard suction) to a water hydrant, well, cistern or whatever was available. The water then entered the pump and the pressure was built up in the steam boiler to the desired point. Then the 2½" hose in fifty feet lengths were attached to the discharge port, or outlets and the water was on its way, directed straight to the fire.

In order to maintain the desired pressure the engineer was in constant need of coal for his boiler. It was obtained by signals. On each fire engine boiler was a pressure relief valve and when the engineer needed a new supply, he would pull or release the valve which would give off a shrill whistle. If his signal was "3" he would give 3 blasts. That way the coal man knew who needed more fuel.

A hose cart would accompany the fire engine to the fire. This was nothing more than a giant reel on wheels which carried the hose and generally a crew of four men.

Later on truck companies were added. They carried ladders, life nets and other rescue equipment.

In most cities the insurance companies would employ watch-

men, who would roam the city looking for fires at night. If one was found they would run to the fire house, awaken the firemen by shaking a giant rattle and then direct them to the fire. Later on bells were used and many cities had fire watches in which firemen would sit in a tower perched high above the fire station (such as Hammond had on the old City Hall) looking for fires.

The men lived and slept in the fire barn for seven days and nights and on the 8th day were allowed off. In many cities the men were allowed one hour off for lunch and supper. If he lived closeby, he would ride his bicycle home. If not, his wife or children would bring his meal down to him.

The Hammond Fire Department was born in 1884 when a fire occurred that destroyed most of the Commercial block, a business area that existed on the west side of Hohman, near State Street then called Ives Street after one of the packing house partners. Despite a valiant effort put forth by the citizens, the lack of organization and the absence of proper apparatus resulted in the two blocks being utterly destroyed.

"About six o'clock Monday morning the alarm fire was sounded, and the Commercial Block was the place where the fire was discovered. It originated in E. E. Towle's meat-cooler, and in a few minutes the west end of the block was wrapped in flames. In about two hours Commercial Block and the buildings east of it, west of the Chicago & Alton Railroad were laid low in ashes. As soon as possible the fire engine was brought out, hose attached, and put to work. After the flames had spread to some extent and all hopes of saving the building had flown, the attention of all was turned toward saving the adjoining buildings, in which they were successful.

"M. M. Towle owned Commercial Block, which was valued at \$15,000, with but \$7,000 insurance. This building had not been built two years, and was occupied by six business firms on the first floor, as follows: E.E. Towle, meat market, well covered by insurance; H. Seyfrath, dry goods, loss \$2,700 with \$2,000 insurance; W. H. Verrill, saloon, loss not known, insurance \$1,700; Ed. Harden, gents' furnishing goods, loss and insurance not known; E. A. Andrew, druggist, loss and insurance not known; M. Champaigne, loss and insurance not known. Of the above parties only E. A. Andrew and M. Champaigne saved anything before the fire, while all that was in E. E. Towle's safe was all he had left. We are informed that Ed. Harden and W. H. Verrill closed their doors and took nothing out.

On the second floor they came as follows: Tribune, A.A. Winslow, proprietor, loss \$2,000; insurance, \$1,000. There was nothing saved from the office. Ed. Harden's shoe-shop came next; loss not known. In the corner of this block was the office of M.M. Towle, J.N. Young and D. McDonald. The papers in the safe in this office were well preserved. The remainder of this floor was occupied by the Hammond Furniture Company and the Times office, loss not known. The third floor was occupied by W. H. Hayward's art gallery, fully covered by insurance; the Odd Fellows' hall, which was used by the A.O.U.W. and G.A.R. There were several roomers on this floor. The buildings on the east side of Hohman Street were owned by Condit Smith's heirs and were occupied as follows: Stickler & Son, bankers; J. Schloer, shoemaker; Stamm, jeweler; A. Raushert, harness-maker; O. Ousley, hardware, and K. Nathan, tailor. All of the above were insured but Mr. Nathan. Hohman block and C. Mund's saloon on the south were only saved by great exertion, after being damaged to some extent. On the north G. Gommer's residence was in great danger, and on the west Mrs. Hope's. We believe if a Babcock fire extinguisher had been at hand when the fire first broke out it could have been put out. This is the heaviest fire Hammond ever sustained in her business houses. We believe something tangible should be done toward protection against fire."

The aroused citizens then called a meeting with Mayor Marcus M. Towle and demanded a fire department. C. N. Towle, the mayor's brother, was appointed chief and five men were appointed to the department.

Things couldn't be better in Hammond. The George Hammond Packing Company was the town's largest employer. The Tuthill Spring Company had located here from Chicago on the Grand Calumet River (approximately where Beckman Supply used to stand) and were busy supplying wagon and carriage springs. The town's population rose to 2960. Shortly after the department was formed, fire struck again and destroyed the new roller rink at Hohman and Wilcox, which brought on the scorn of the city. Receiving nothing but abuse, the new firemen quit and the Hammond Fire Department lay dormant for over a year.

The City Council then reorganized the department by appointing M. E. Clements the new Fire Chief. (Incidentally, he was the councilman from the 3rd district.) He assumed his post vigorously and adopted a training program which proved to be timely.

In the summer of 1886 fire struck the Tuthill Spring Works. Although the new department tried hard, extensive damage was done to the east section of the plant. In 1887 the boys in blue were back at the Spring Works again and fought a stubborn blaze which resulted in the loss of several buildings. How-

ever they managed to save a few of the surrounding cottages but three of the fire fighters were injured.

Later that same year fire hit the Towle Distillery and did extensive damage as well as destroying a section of the Hammon Lumber Company. They were able to save Mrs. Hohman's residence across the river, however. For some reason the council saw fit to remove Chief Clements from his position -- I wonder why? Was it because the only thing the boys in blue were saving were the lots?

J. N. Kasper was then appointed the new chief and H. M. Godfrey was his assistant. Soon Hammond had one of the best volunteer fire departments and even won first place in a state contest. On June 2, 1889 they received another of the perennial calls from the evidently highly flammable Tuthill Spring Works. Although they gave all they had, many of the buildings lay in ashes when it was over. Shortly after this Chief Kasper was fired.

When the men heard this news they all quit. Newly appointed Chief Godfrey quickly talked the men into coming back. In July of 1889 they fought a fire at the Hammond Packing Company and on August 10th the same year fire struck there again. Aided by B. L. Bells packing house fire brigade, Chief Godfrey was still forced to ask for help from Chicago and Michigan City in order to bring the blaze under control. All this was just a prelude to the holocaust that was to follow in twelve years.

In 1890 the new City Hall was built at Truman and Hohman and the north section of the building was to be used for the fire department. Things went along smoothly for the next four years and the city continued to grow.

Mayor Mott was now the Mayor and realizing the need for a paid fire department, he appointed A. N. Champaigne as Chief with a force of seven men. The chief received \$75.00 per month, the assistant \$65.00 and the men \$60.00.

In 1889 Patrick Rielly came fighting back and was elected the new mayor. He appointed Nicholas Haans the new head of the fire department.

It had been a normal Wednesday that October 23rd, 1901 in Hammond. About 6 p.m. fire was discovered coming up from the vents of the sheep cooling room at the G. H. Hammond Packing Company. The room was used to house the sheep that had been killed three or four days prior. By the time Chief Haans and his men arrived, the fire had spread to the old beef chill room, which furnished additional fuel for the rapidly moving flames. In this building was housed 3332 beef carcasses valued

at \$50.00 each. Now the flames jumped to the cattle killing rooms.

Quickly the chief sent out calls for help to Chicago, Michigan City and various other towns. By this time the beef cooler and storage buildings (the immense new brick buildings which were thought to be fireproof) could not withstand the heat of the flames and began to tremble. Shortly they fell with a tremendous roar. The entire plant was now engulfed in flames.

The South Chicago Fire Department teams had become exhausted about three-quarters of the way to Hammond and the Hammond force quickly sent fresh teams to bring them in. The huge Pullman steamer arrived from Michigan City. Although this pumper performed well, the buildings were now doomed. The Chicago fire engines were delayed because when they were loaded on flat cars, they somehow got on the railroad tracks to Fort Wayne. They were finally discovered some miles west of Michigan City and rerouted back to Hammond arriving about 11 p.m.

It was almost like daylight at 10 p.m. that evening. The wind veered to the north and the sky was filled with debris. The air became so hot and intense that the beef luggers found it almost impossible to breathe.

Many of the firemen were now near exhaustion also. The wails from the cattle that were trapped could be heard above the roar of the fire. But worst of all was the terrible stench that engulfed the whole.

The Calumet River was almost covered by fire caused by the burning animal fats and made drafting water out of the river for fire fighting impossible. Despite a herculean effort by the fire department and packing house employees aided by many people of Hammond, the packing house was lost.

The damage was estimated to be between \$500,000 and \$1,000,000. The firemen stayed on the scene for two days before leaving the charred and smoking ruins.

Hammond and its people soon found they had suffered an even greater loss. The giant firm announced that it would not rebuild or even relocate in Hammond and 1800 men would be out of work. To make matters worse, the new Conkey plant went out on a long strike. The double-barrelled blast of these events brought this young city to her knees. Slowly and determinedly, however, Hammond began its climb back up the ladder.

It was now 1904 and Lawrence Becker was elected mayor that year. He appointed Peter Dilschneider, a veteran of the old volunteer days as the new fire chief. He was a bachelor of

average height with sharp eyes and a large mustache. This man would bring the department up to a very efficient point. His first step came in 1906 when he appealed to the Mayor and the City Council for two new stations, one on the south side and the other on the north side of this gave better protection.

He claimed that the horses could not take the long runs all over the city as they became too winded.

Dilschnieder was greatly assisted by another veteran, William Nill, the assistant chief.

The Robertsdale section had a volunteer force of fifteen men. These men were paid 25¢ for every hour they spent fighting fires and it was raised to 50¢ an hour in 1906. Whoever furnished the team of horses received \$5.00. This was generally done by R. Atchison or the Eggers boys. Perhaps the reason for this was that Robertsdale and Roby were in an unincorporated area. As the time passed and the city grew, the old well that was located in front of Hammond's City Hall on Hohman Avenue became inadequate to supply water. The officials looked to the (then) crystal-clear sparkling waters of Lake Michigan for their new supply.

In order to pipe the lake water to Hammond bonds would have to be issued. This meant they had to cover the Roby and Robertsdale area where the pumping stations had to be built. The only answer was quick annexation of this territory and under the law this had to be done by the Lake County Commissioner.

Opposition quickly arose from the people who owned the property that would be involved in the water line. In order to stop the proposed project they claimed that Hammond could not maintain proper police and fire protection at such a distance. The fight went on and Hammond finally persuaded the County Commissioners to make a survey. The minds of the city officials were not idle and a now devious plan was formulated.

The only road connecting Hammond and the lake front was an old sand road (now Sheffield Avenue.) At the appointed day, the survey team proceeded north along the road. About half way to their destination, they were forced off the road by the clanging bells of a fire engine being pulled by a team of sweating horses that had run all the way from town. It seemed that an old barn had been set on fire at just the proper time to show that Hammond could deliver the protection.

As the smoke from the fire engine stack faded away to the north, the commissioners sat back in their buggy in awed amazement. This was real service!

The survey proved successful and Roby and Robertsdale became a part of Hammond. On September 8, 1909 Captain Ryron, George Dorsch, Stan Martz and Stanley Corsir became the first paid firemen at the Robertsdale Station.

The fire department was growing and now increased from 10 to 14 men. The salary also increased from \$60 to \$65 a month and the Hammond Fire Department payroll jumped to over \$900 a month. The expense of running the department increased as can be seen by these bills.

Feed for the horses (generally purchased from Bieker Bros. or Mike Maginot)

50 bushels oats	\$28.50
40 bushels carrots	12.00
20 bushels corn	13.00
2500 pounds prairie hay	2.60
1000 pounds Kansas hay	7.84

(There must have been something special in that Kansas hay!)

Hardware and household supplies were purchased from Mullers Hardware of J. R. Graves or E. C. Minas

1 axe handle	.25
1 doz. 1" x 2" screws	.05
1 large scoop shovel	.75
50 large bars Ivory soap	2.20
50 large bars American Family soap	2.10
4 pounds Gold Dust soap	1.00

The fire department blacksmith was Carl Brickner and his fee was generally \$2.00 to shoe a horse.

Horses were generally bought from M. Newgrass and Son, I. S. Cooper or Carter and Wills, each horse bringing from \$200 to \$300. Many times when these places could not furnish the horses that suited the chief, he went looking for his own as can be seen by an old bill he turned in to the city. On October 12, to October 19th, "time spent looking for horses in Rensselaer and Rochester, Indiana," \$11.35.

The veterinarians were Drs. Ebright and Gypel, whose fee was generally \$1 to \$2 for a normal call. Of course, this did not include medicine. To extract a tooth was \$6. A bill Dr. Ebright turned in on April 14th, 1908 reads "22 days of treatment for Big Tom \$20.00 plus \$4.25 for medicine. Total \$24.25."

Many supplies for the horses were provided by a druggist, Joseph Weis. Here are some things he sent to the station.

Cotton	.45
1 gal. castor oil	1.50

(if this was used for what I think it was, I am glad that I wasn't there.)

1 gal linament	1.00
conditioning powder	13.00
2 barn brooms	1.00
1 whip	1.25
1 pound Bucho leaves	.60

The laundry for the fire stations was done by two ladies. Mrs. Winkler started with Number 1 station and later did Numbers 3 and 4, receiving from \$3.00 to \$9.00 a month from 1904 to 1917. She was then replaced by the Hammond Laundry. Mrs. Hazlett did the washing for Number 2 station from 1909 to 1914, charging \$4.35 a month. (Incidentally, her husband was one of the old volunteers at Robertsdale.)

As each year passed, the city and the fire department grew and 1908 was quite a year for Hammond. The business men were pressing for a 6 p.m. closing, Hammond High School was to graduate 22 students, the social news of the day was Dr. Herman Groman's upcoming wedding to Miss Eunice Costello of Chicago. Many women were complaining to the police department that men at the Hammond Beach were seen in one piece bathing suits and should be arrested -- demanding that no one should go near the water unless properly attired.

In the sports world that year Hammond's upcoming young fighter, Jimmy Clabby, had been signed to fight Joe Clemens at Superior, Wisconsin on June 18th. In other news, Ahlborn Construction Company was completing two new modern fire stations, one on the south side at Calumet and the Erie tracks and the other on the north side at Calumet near Hoffman. Two new American LaFrance steam pumper were soon to be delivered at a cost of over \$5,000 each.

Number 4's was completed and occupied Friday April 10, 1908, manned by Assistant Chief William Nill, Lt. Joe Pyplatz, J. A. Malo, Charles Robenhorst and George Hancher.

June 1, 1908 station 3 opened and was commanded by Captain Conrad Greb (commonly called Coonie) a veteran of the old volunteer days. It had a crew of four men including Lt. Tom Golden, Paul Weans and Tom Rafters. On June 6th, five days after the opening, the crew responded to their first call at Gostlin and Cedar, a small cottage fire resulting in \$200 damage. Chief Dilschneider responding to the call was quite pleased, not only with the men but also about the horses. "They acted perfectly just perfectly," he averred.

Ordinance 782 was passed late that year by the City Council which would provide for the much needed central station to be located on Truman Street, east of the City Hall.

A revolutionary new alarm system would be installed by the Gamewell Fire Company. It would have storage batteries complete with gauges and an indicator, thus enabling the city to have constant protection even in a power failure. With all this new equipment an operator would be needed on a 24 hour basis. Z. P. Green was appointed as the first switchboard operator.

Although both No. 3's and No. 4's opened up in the spring, it wasn't until December 27th of 1908 when the 4 station received from the F. S. Betz Company:

13 beds	13 wool blankets
13 felt mattresses	13 spreads
13 pair pillows	14 comforters

(I often have wondered what they did for beds those first six months. Maybe they brought something from home.)

In 1909 the manpower of the department increased and the men received their first pay raise. The budget jumped to \$26,000 and many citizens questioned Mayor Becker as to the need of so many firefighters (27) and so much equipment. By 1910 the Hammond Fire Department entire budget rose to \$37,185 and the South Shore Gas & Electric Co. (now NIPSCO) presented the city with the largest bill ever received for lighting all the stations.....\$46.00.

The fire department, like the city, was expanding. Gostlin and Meyn were selling houses on the north side for \$1500. When was this expansion going to stop?

On August 23, 1911, the Hammond firemen were put under a pension system, thus protecting the older men and attracting new ones. The roster now boasted of 30 men.

On a cool October 21, 1913, at 9 a.m. the boys responded to a call at Jimmy Clabby's Buffet. A hot furnace pipe had caused over \$300 in damage. The chief reported having difficulty in getting the fire fighters to return to the station. (After all, it wasn't everyday when they had a call at a saloon.)

Time was passing and an era was dying, for in 1916 the White Motor Co. delivered a shiny new fire engine to No. 1's station and a little over a year later the city received a new Seagrave ladder truck. Late in 1918 an Aarons Fox piston fire engine was delivered from Cincinnati, Ohio, by the owner and manufacturer, Mr. Fox. The White pumper moved to No. 4's station replacing the horses and the Fox went into service at No. 1. By 1921, all the horses were gone.

1916 saw a dramatic cut in the men's hours. They would now spend 3 days at the station and one day off. By 1917, as the big war in Europe hammered away its destruction, a giant wood frame building was erected in downtown Hammond in one day. It was called the Liberty Hall and was used for bond drives, draft board office and for other things pertaining to the war.

The department now had 35 men and six pieces of equipment. The pay was raised to \$90 per month and payday now came every two weeks. A year later a great change came to the HFD.

Chief Dilschneider was demoted and William Nill, the former assistant, was appointed Chief. He was a dramatic self-assuring man standing over six feet tall and was referred to by the men as PAPA Nill. Unlike all others, past and future, he did all his own hiring. Not only did he try to fight politics from entering the fire department, he literally threw the politicians out of his office. He was to be the Chief longer than any other man, serving from 1918 to 1939. He saw the horses leave and the motorized equipment take their place.

In 1921 a Squad was added to the department. The squad was made over from an old engine of No. 3's station and it was used to carry tools, gas masks, tarpaulins, ropes and rescue equipment. This truck was used to assist the other companies at fires. With the help of Scotty Burgess and some of the firemen, it didn't take long to convert the engine to a squad.

During this same year the roster was now increased to 40 men with the coming of the new two platoon system. Men would work 24 hours on the job and 24 hours off.

Hammond was soon shocked by the death of its first fireman killed in the line of duty. It was on a cold January 13, 1922 when a fire occurred at the Ruff Building, corner of Hohman and Muenich Court. John (Lizzy) Kotzer was crushed as the first floor of the building fell in on him. His body was found after an extensive search by more than 40 men. He had spent 18 months fighting in France in World War I only to die at 29, one day before his birthday. The Ruff Building was a complete loss even after East Chicago and Gary had sent equipment to aid the HFD.

The city was now growing up, between and around the railroads and Chief Nill became alarmed by the danger they were creating. All the fire stations were now north or east of the Michigan Central, Erie and Monon Railroads. St. Margaret's Hospital and other buildings in downtown Hammond were in great peril because they could be completely sealed off from all fire protection when the crossings would be blocked then (as today)blocked many, many times and for long periods. The railroads had made downtown Hammond an island.

Chief Nill proposed to Mayor Brown and the City Council that a new fire station should be built on south Hohman to guard against such a calamity. Opposition quickly arose to this proposed location. The local residents did not want a fire station in this new residential area. So to comply with their wishes, a small brick bungalow was designed to be built that would blend in with the surrounding homes. The fireman quickly dubbed this station "The Doll House" as it is still known today. In 1923 No. 5's station opened with an Aarons Fox fire engine and a crew of 10 men under the leadership of Captain Ryron and Lt. Bachman.

In 1923 an Inspection Department was added to the HFD. Gus Fuss was the first inspector.

Hammond's population in 1927 was over 55,000. The fire department had five stations, 8 pieces of equipment and a budget of \$118,690. You could buy a new Buick from Schmuesers for \$1195 and the Gostlin, Meyn, Weiss Realty Company were selling fine new homes on the south side for \$7500. Adolph Hirsch changed Hammond's skyline with his new five story office building constructed at a cost of over \$300,000. The site of the new building was where disaster had struck only five years before, taking the life of a Hammond Fireman - Kotzer.

The sex symbol, Clara Bow, "THE IT GIRL," was featured in "Hula" at the Parthenon Theatre, but the biggest blast happened where the new main public library stands. This was the grandiose State Theater, a million dollar edifice. On November 8, 1927, at 1:50 a.m. a blast rocked the city. The windows of All Saints Church on Sibley were all knocked out. Fireman Ed Olejniczak, working at No. 1's station was knocked out of his bed as were many Hammond residents. Within seconds the fire department switchboard began to light up with calls. It didn't take long for the boys from No. 1 to arrive on the scene, shortly followed by the No. 4 crew.

What had once been the most beautiful showplace in Hammond, and considered by many the largest theatre in the entire state, now lay in ruins. It seemed almost incredible that there was little or no fire and that little was quickly extinguished by the engine's booster hose. The entire front of the building facing State Street was blown out. It had opened in 1926 at a cost of two million dollars and with a seating capacity of over 3,000. Although it was covered extensively by insurance, it was not covered for bombing.

The owners posted a \$2000 reward for the bomber and quite a controversy developed which raged for some years afterwards in and out of the courts.

Nineteen days after the State Theatre was destroyed, the Hammond Boards of Works gave the O.K. for a much needed fire

station in Hessville at a cost of \$20,000. It was built at 169th Street just west of Kennedy Avenue and opened in 1928. It was manned by Captain Pyplotz, Lt. William Volkman and a crew of ten men.

As the great depression struck, the fire department felt its effects. With no money coming into the City it was some time before the men were paid. When they did receive their wages, it came in the form of script. The script was taken to a bank but many times the bank didn't have enough money to cash them. Some banks would discount the script before cashing. With the election of Franklin Roosevelt in 1932, however, things began to improve.

The fire department gained a first in the state as a former fire fighter was elected as Congressman for the 1st District, William Schulte. Slowly things began to improve in Hammond. Organized labor was to be found everywhere in the Calumet Region now and on April 29, 1938, it came to the fire department. The men now became part of the International Association of Fire Fighters, Local 556. They would now have an instrument whereby to obtain wages and better and safer working conditions.

1939 was to bring to an end a period in the Fire Department that would and could never come back. The Iron Man, William Nill, retired. As chief for the last 21 years, he had molded and shaped the Fire Department into one of the most effective and efficient fire fighting forces in the State. Mayor Martin, not being able to find a fire chief to his liking, reached out of the ranks and appointed Joseph Scherer as chief, Scherer then serving with the Indiana State Fire Marshall's Office. He served from 1939 to 1948 and the department increased under him to 88 men.

In 1940 the Northern Indiana Public Service Company gave the fire department their old ambulance, complete with pulmotor. The fire fighters resented it at first, calling it the "White Marish." Little did they know how it would change the fire department. December 19, 1942, while fighting a small fire, veteran fireman, John Rybiski, collapsed and died of smoke inhalation. He was Hammond's second fire fighter to fall in the line of duty.

World War II now raged in Europe and across the South Pacific area. The department was faced with an acute shortage of fire fighters. The chief ordered the men to work an extra 24 hours to fill the empty gaps. Although the men were paid, they hated this because it compelled them to spend 72 hours continuously in the stations. They were so displeased with it they called it "bleeding" and it was almost that bad. If

it hadn't been for the fact that our country was at war, I think most of the fire fighters would have quit.

The war was nearing its end and the Hammond Times carried the headline, on January 29, 1945 "Russians heading for Berlin-- less than 100 miles away." At 5:15 that night the Hammond Fire Department was heading for Phil Smidt's Restaurant. An explosion had rocked the famous eating spot on Indianapolis Boulevard. Their fame had spread not only because of the good food but because of his coast to coast advertising. When the fire department first arrived, there was no fire -- only cement dust that was falling like a fine mist. Parts of the walls were standing and the roof had fallen in on one side, giving the appearance of a house of cards. A gas leak had brought on the explosion.

Climbing through the wreckage, the firemen began to sift through the ruins, looking for bodies. The blue light from the ruptured gas line continued to burn. Some time had passed when the ground shook and flames could be seen shooting up 8 feet high along the fence in front of Lever Brothers. Evidently the gas had traveled underneath Indianapolis Boulevard. The searching went on and the temperature began to drop soon going to below zero.

Nipsco worked on into the night re-routing the gas line. If they had shut it off it would have cut service to Lever Brothers and American Maize. About 9 p.m. fire finally broke out. The firemen had already laid their hose lines when they first arrived and now it was just a case of confining the fire to the already ruined building.

It wasn't long before the cold night was filled with exploding shot gun shells caused from the heat of the fire. "Pete" Smidt kept a large supply of ammunition in his personal apartment. The men had a double job of fighting the fire and dodging shotgun pellets.

Before the night was over four were dead. It was a good thing that the fire happened when it did for if it had happened two hours later, the place would have been filled with the dinner crowd.

When the war ended, Chief Scherer began to replenish the ranks with returning G.I.'s.

On June 1, 1948 Adelbert Sargent was appointed chief. A veteran of some twenty years, he began a program of replacing old and outdated fire equipment, beginning with a new 100 foot aerial ladder truck. By the first of 1952 two new Maxim 1000 gal. pumper were put in service. On April 1st, 1952, "Sarge," as he was better known, retired. He was followed by a vet of

the horse and buggy days. William Tamm, with forty years of service behind him, began a vigorous program. He asked for two more fire engines and a much needed ladder truck to replace the ones that had been in service since 1930.

The new chief also brought to the attention of Mayor Anderson and the City Council the urgent need to repair both No. 3 and No. 4 stations. (At this writing in 1970 they are still in need of the same repairs.)

The department had 109 men in 1953 and a private received \$320 per month. By 1954 the Fire Fighters moved out in front of the whole state when their working hours were reduced from 72 to 63. Twelve more men were added to the payroll and things were looking good for the fire fighters. Later that year, Chief Tamm reported to Mayor Anderson that the fire loss totaled \$55,413 or approximately 11¢ loss for every \$1000 of valuation.

All too soon this low fire loss was to come to an end, for on 5/5/55, (as the firemen like to call it) the largest fire to hit Hammond since the Packing House fire struck the Great Lakes Warehouse on Industrial Road, just north of the downtown section. Ironically, this was the exact site of the old packing house.

What started out as a small grass fire turned into a raging inferno can be best defined into three "IF'S" (1) "If" the phonelines weren't cut, delaying the initial alarm -- (they were cut by a crew of ditch diggers) (2) "If" the first two companies responding were not held up by a slow moving New York Central freight; (3) "If" there had not been a 40 m.p.h. wind which fanned the flames out of control.

Although Chief Tamm quickly called for help from the surrounding cities, (plus all the off-duty men) the fire seemed to jump from one building to another. Soon explosions were sending flames 40 to 50 feet in the air. By now the roaring flames had destroyed the American Chemical Company, Pratt Food Company and most of the Great Lakes Warehouse. By midnight most of the fire was under control. However, fireman remained on the scene that night and the next day. Eight firemen were injured, none seriously. The damage was placed at four million dollars.

Not all the news was bad that year. A new two bay station was built on Hammond's south side at 173rd and White Oak Avenue. Number 7 was equipped with an engine and the crew was commanded by Captain Ernie Lietzan and Lt. Joe Rybicki and a crew of 8. It opened on October 16, 1955.

On February 1, 1956 Chief Tamm was retired after four years and Edward Spolnik was appointed the new chief. A year later

the department had increased to 133 men. Because of the ever increasing calls for the ambulance, a second one was added to the department and placed in service at No. 7's station.

In 1958 the payroll was \$735,280 and in 1960 saw a new 1000 gallon Maxim fire engine as well as a new 100 foot American LaFrance aerial ladder truck arrive at the central station. The roster was boosted to 149 men.

The following year No. 8 fire station was built at 165th and Kansas to give the growing Hessville area more fire protection. It was manned by Sr. Captain W. Boring, Captain Carl Kasper, Captain James Premeski and a crew of nine men. 1961 saw another two bay fire station built in Robertsdale to replace the decrepit one that had been in constant use since 1894. This station was manned by Sr. Captain R. Malo, Captain Ed Igras, Captain Kenneth Rodda and a crew of nine men and was located on Calumet Avenue near the Sheffield area.

Hammond was the first city in Indiana to adopt the 56 hour work week, this being done in 1959. It provided for three platoons, the men worked one twenty-four hour period and off the next two twenty-four hour periods. Its advantage was that the same crew would always man the same apparatus with no more shifting crews around to fill vacancies left by sickness or vacations. It thus assured more manpower.

1963 was to prove a very busy year for the boys in blue. Fire struck Payne's Restaurant in downtown Hammond about 2 p.m. on January 28th. What seemed to be a small grease fire in the kitchen soon spread up into the roof of the restaurant and then quickly traveled to the stores of Michaels and Mann, Father & Son and Rosalee. It also did damage to the Calumet National Bank Building and the Mercantile Bank Building before being brought under control at a loss of one million dollars.

In February of that year, to cope with the alarming increase of ambulance calls -- over 3000, a third ambulance was put into service. This new crew was stationed at No. 2 station to cover Robertsdale and the north side of the city, while the central part of Hammond and the south side were served by the crew at No. 7's station and the 3rd ambulance was placed at No. 8 station to cover the Hessville area. A private was now making \$490 per month.

On December 23 of the same year the Hammond Times carried the shocking headline "One Dead, 18 Injured in Blast." At 10:55 p.m. an alarm was sounded for the Illiana Storage Company at 1334 Fields Street. Upon arriving, the men encountered a stubborn blaze that became difficult to control. Assistant Chief John Novalich was quick to summon more equipment and men.

These precautions seemed to be bringing the fire under control. About 3 a.m. there was a blinding flash, followed by an earth shaking crash. An explosion supposedly caused by anti-freeze had ripped through the building and pinned the fire fighters between two buildings. It felt as if the air was full of shrapnel. When the smoke finally lifted, 18 men were found injured, some seriously, but "Bud" Volk, a veteran of eight years lay dead. He was the 3rd fireman to fall in the line of duty.

The department increased its number to 177 in 1965 and the growing technical problems of fire fighting coupled with the constant change of products and materials, brought on the need for a proper training program. Captain John Ross was appointed the first Drill Master of the HFD. October of that year saw Hammond receive its first Snorkel Fire Truck, a most needed piece of equipment.

On a warm August 28th, 1967, while Engine 5 responded to a small fire on Hohman Avenue, Captain Mike Pellar, a veteran of over 20 years, collapsed and died. Death had claimed Hammond's 4th fire fighter.

December of that year saw a lightning fire race through Hammond High School but the quick and responsive fire fighters fought on through the night with grim determination and were able to bring the fire under control and save most of the old school...truly a tribute to the ability of the men.

On January 1, 1968 Ben Michaw, a veteran of some twenty years, took command as Hammond's 15th Fire Chief. He installed sweeping changes in the HFD by literally cutting the city in two, forming the area from Lake Michigan south to Carroll Street into a district called Battalion I and from Carroll Street south to the city limits as Battalion II. With a Battalion Chief in charge of each district and an Assistant Chief on duty at all times supervising both Battalion operations, Hammond gained greater fire protection.

March 11th, 1968 the department was saddened as Engineer Fred Biedron collapsed and died while fighting a grass fire. He was the 5th man to fall in the line of duty. It's interesting to note here that more firemen have died in the line of duty than policemen and that more firemen have been killed in riots than policemen.

A new ultra-modern fire station will soon be located at Michigan and Sohl, costing \$500,000. That is a far cry from the one built in 1908 for \$6600. Ironically this new station is to be built on the location where the department fought some of the first fires at the old Tuthill Spring Works. Also slated for this year of 1970 is the big new super-station to be built

where No. 4 station is now, at Conkey and Calumet. This four bay station will house the newest alarms system, the Fire Chief's office, the Inspection Department and a complete training center plus four new modern pieces of fire fighting equipment.

Two of the older engines are to be completely equipped and placed in reserve to be used when disaster strikes. The Chief realizing the need for more sophisticated and advanced training has also added another Drill Master to the Department's training school. The department now has 185 men.

As they say, "Times change -- not people," this is certainly true of firemen. They are the same as the men of 1900. Only now they fight fires of new products, strange, new and dangerous chemicals that give off different gasses. These are confronted by today's fire fighters. His knowledge is his defense and protection. He must be highly skilled in operating the complicated equipment of today's modern fire department. Education is the key for the future fire fighters and "algebra" used to work hydraulic problems on the "blackboard" replaces the men of yesteryear at the "checkerboard."

January 1, 1978
Gordon D. Whitney
R.R. #2 - Box 48
Madison, IN 47250

HAMMOND FIRE DEPARTMENT STATIONS AND EQUIPMENT

CENTRAL STATION - 6110 Calumet Ave., Engine Co. #4, Truck Co. #2, Rescue Unit #6, Unit 14 Assistant Chief, North Battalion Unit and Foan Unit

STATION NO. 2 - 2211 Calumet Ave., Engine Co. #2 & #3, Snorkel Co. #1, Rescue Unit 1 and Life Boat

STATION NO. 3 - 4751 Calumet Ave., Engine Co. #1 and Truck Co. #1

STATION NO. 5 - 6217 Hohman Ave., Engine Co. #5

STATION NO. 6 - 2716-169th St., Engine Co. #6

STATION NO. 7 - 1545-173rd St., Engine Co. #7 & South Battalion Unit

STATION NO. 8 - 3323-165th St., Engine Co. #8, Snorkel Co. #2 and Rescue Unit #2



FIRE CHIEF NORBERT E. GAYLOR

Born on May 8, 1935 in East Chicago. When I was age 2, the family moved to Calumet City, Illinois. There I attended grammar school at Woodrow Wilson Wentworth Elementary School. We then moved to Whiting, Indiana and attended Whiting High School in 1948, '49 and '50. In 1950 we moved to Hammond where I transferred to George Rogers Clark School and completed my schooling. I was always interested in sports in school and my favorites were football, baseball, basketball, fishing, hunting and trapping. Due to limited time, I currently manage to follow football and go fishing.

After high school I served in the U.S. Army. Upon my discharge from the service, I was employed at Youngstown Sheet and Tube until my appointment to the Hammond Fire Department on September 1, 1956. I spent the first two years on the department at Central Station located at 428 Truman Street. I was then transferred to the old Robertsdale Station located at Myrtle Avenue and Indianapolis Boulevard. I served there for three years. I have served in almost every station in Hammond. Under the leadership of Chief Edward Spolnik, I was promoted to the rank of engineer driver.

With that promotion I served on Aerial Truck #1 and other assignments in various other stations. I was elected by the members of the Hammond Firefighters Union to serve one 2 year term as Vice President of Local #556. I served three 2 year terms as president of local #556. I was elected by the State Firefighters to serve as vice president of the State Association. For four years I was the legislative representative at the General Assembly (State of Indiana) to represent all firefighters in the State of Indiana.

Under the leadership of Chief Ben S. Michaw, I was promoted to the rank of Captain in 1968 and maintained that rank until January 1, 1976 when I was appointed Fire Chief of the Hammond Fire Department.

Patricia Wawrzyniak and I were married on August 6, 1955. We presently reside at 1925 Calumet Avenue, Hammond. We have three children: Joe, born 11-17-56; Karen, born 8-17-59, and Laura, born 6-17-62.



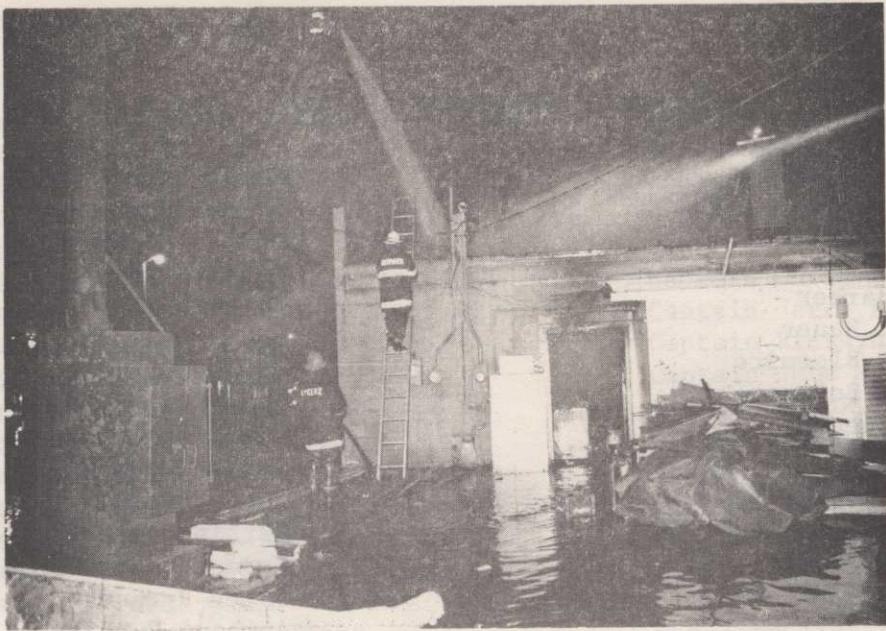
5720 Columbia Avenue
March 3, 1972 - 5:58 A.M.



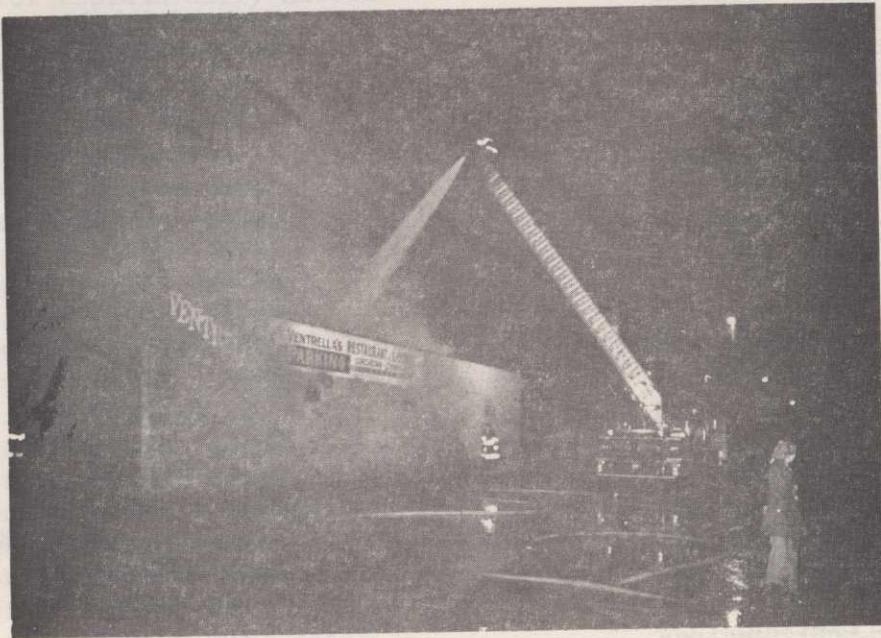


1222 - 150th Street
May 20, 1975





2844 - 165th Street
February 22, 1977



HAMMOND FIRE DEPARTMENT RETIREES - 1978

Emmett Anderson	Ralph Malo
Harry Anderson Sr.	Norman Messenger
George Ashby	Ben S. Michaw
Allen Bailey	Kenneth Mitchell
Paul Barber	James Murphy
Jerold Bauer	John Novalich
Robert Blaemire	Edward Olejniczak
Joseph Bolanowski	John Olejniczak
James Bonner	Clarence Osterman
Rudolph Broz	Adolph Pericak
Frank Calabrese	John Petrick
Frank Call	Martin Popagain
Lloyd Canada	Horace Porter
Mitchell Carris	James Premeske
Milton Chayken	Anthony Puchley
Richard Clabby	Rosier Reeves
Larry Clarrett	Dewey Robinson
Joseph Cross	Kenneth Rodda
James Danaher	Michael Rosek
Michael Davich	William Rosenbaum Sr.
Stanley Depa	William Rosenbaum Jr.
Donald Dixon	Joseph Rybicki
Leo Duncanson	Gerhard Schulty
Charles Duray	William Shoemaker
Jack Emerson	John Siemering
Donald Erikson	Albin Skalba
George Foster	William Smiley
Edward Fullgraf	James L. Smith
Erwin Grambo	Woodard Spencer
Eugene Hardesty	Edward Spolnik
Raymond Harvey	Walter Stevenson
Donald Jaunta	Peter Stillson
Carl J. Kasper	John Strzempka
Francis Kingston	Ronald Sturgeon
Daniel Kish	George Swearingen
Frank Kocal	Harry Templeton
Frank Kolodziej	Steve Tomich
Warren Kopaz	John Tramm
Thaddeus Langer	Benedict Tumidalsky
James Laskarin	Donald Uhter
Stanley Lewandowski	Louis Wasserman
Ernest Lietzan	Duane Wendell
Arthur Lukas	Donald White
Robert Lund	Gordon Whitney
Verlyn Mack	

MEMBERS OF THE HAMMOND FIRE DEPARTMENT AS OF JANUARY 1, 1978

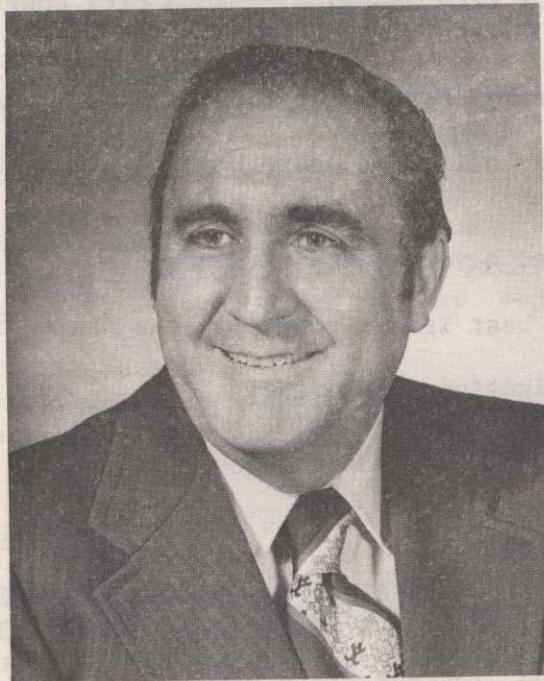
Fire Chief Norbert Gaylor	Captain Raymond Rogalski
Deputy Chief Robert Hickman	Captain Charles Doppler
Assistant Chief John Ross	Captain Robert Martin
Assistant Chief Michael Sanders	Captain John Sandor
Assistant Chief Jack Wilson	Captain Raymond Wolak
Assistant Chief Robert McDonald	Captain Chris Demas
Assistant Chief Louis Horvath	Captain Jerry Keilman
Assistant Chief Henry Hubler	Captain Richard Reinso
Assistant Chief Gus Gavrilos	Captain John McGing
Battalion Chief Gerhard Gaisser	Captain Frank Horvath
Battalion Chief Paul Kochis	Captain Roger Detterline
Battalion Chief Matthew Jakubczyk	Captain Robert Schallenkamp
Battalion Chief Milton Stanford-EMT Rescue	Captain Joseph Tokarz
Battalion Chief Joe Miecznikowski	Captain Robert Hartman
Battalion Chief Chester Williams	Captain James Spoerner
Battalion Chief Louis Kolbus	Engineer Joseph Jurek
Battalion Chief John Tharp	Engineer Raymond Serafin
Battalion Chief Leonard Hoyda	Engineer George O'Brien
Battalion Chief Joseph Baliga	Engineer George Stomming
Senior Captain Wilford Gatewood	Engineer Richard Krizman
Senior Captain Walter Hanas	Engineer Thomas Gonsiorowski
Senior Captain Frank Rymarczyk	Engineer Daniel Szopa
Senior Captain John Kondra	Engineer Jerry Kotecki
Senior Captain Harry Andree	Engineer William Davis
Senior Captain Franklin Sickles	Engineer Robert Baradziej
Senior Captain John Vargo	Engineer Gerald Pawlus
Senior Captain Thomas Hildebranski	Engineer William Brom
Captain Gene Peters	Engineer Edward Donahue
Captain Louis Mroz	Engineer Frank Macewicz
Captai Joseph Murzyn	Engineer John Cvitkovich
Captain Barton Crumpacker	Engineer Eugene Troksa
Captain Leo Sartoris	Engineer Ralph Batton
Captain Chester Czubala	Engineer Ronald Slupski
Captain Harry Anderson	Engineer James Bragiel
Captain Fred Vahst	Engineer Frank Ross
Captain Wilbert Lohse	Engineer Gerald Mahns
Captain Frank Filas	Engineer John Kutkoski
Captain Joseph Scasny	Engineer Charles Spoljoric
Captain James Starkey	Engineer George Suroviak
Captain Mitchell Ostrowski	Engineer Robert Golec
Captain Oscar Kiger	Engineer Wayne Duncanson
Captain Thaddeus Tarnowski	Engineer Robert Krygier
Captain Marion Cudzillo	Engineer Ronald Opinker
Captain Robert Prendergast	Engineer Grville Zerkel
Captain Raymond Szymanski	Engineer Samuel Filter
Captain Richard Quattrin	Engineer Stephen Fenes
Captain Edward Ruebel	Engineer John Molenda
Captain Thomas Niemiec	Engineer Donald Banik
Captain Arthur Smolen	Engineer Joseph Dybel

Engineer John White
Engineer Leonard Kolisz
Engineer Donald Latta
Engineer Richard Kulas
Engineer Ronald Palucki
Engineer William Hamm
Private Robert Ignas
Private Edward Spolnik
Private Andrew Sylwestrowicz
Private Phil Kumiega
Private Frank Janik
Private Richard Rycerz
Private John Peters
Private Fred Rodriguez
Private Karl Shake
Private William Wein
Private David Simanson
Private Raymond Blazek
Private John Dowling
Private Dennis Brogan
Private William Hoover
Private Thomas Pyplatz
Private Frank Romano
Private Michael Worosz
Private Ross Stelter
Private Bradley Scheffer
Private Lawrence Frankovich
Private Roy McCormack Jr.
Private Donald McCrea
Private Raymond Strabavy
Private Michael Gross
Private Jerome Reidelbach
Private Jan Coppi
Private Edward Kitka
Private James Gasaway
Private Donald Kallas
Private George Blummer
Private Anthony Chocholek
Private Phillip Svabik
Private William Kasper
Private Ronald Rasmussen
Private Danny Ruffin
Private Gregory McBroom
Private Edward Wleklinski
Private Ronald Jefferson
Private Robert Luther
Private Robert Lund II
Private Daniel Dulin
Private Bruce Collard
Private Patrick Conley
Private Larry Nowaryta
Private James Riebe

Private Wayne Harvey
Private Martin Vicari
Private Michael Magdziasz
Private Donald Perhach
Private Gary Allen
Private Rodney Lentz
Private Robert Wendell
Private Joseph Martinez
Private William Rosenbaum
Private Clyde Franklin
Private Ronald Markovich
Captain Rescue Donald Lauer
Captain Rescue Frank Bernacke
Engineer Rescue Richard Wade
Qualified Rescue EMT Jerry Mahoney
Qualified Rescue EMT Robert Wise
Qualified Rescue EMT Richard Norman
Qualified Rescue EMT Kenneth Rodda
Qualified Rescue EMT Phillip Kwolek
Qualified Rescue EMT Larry Hardy I
Qualified Rescue EMT Charles Dixon
Qualified Rescue EMT Donald Muntean
Qualified Rescue EMT Lawrence Hardy II
Qualified Rescue EMT Floyd White Jr.
Qualified Rescue EMT James Walsko
Qualified Rescue EMT Thomas Robinson
Qualified Rescue EMT Raymond Homcho
Qualified Rescue EMT Thomas Markovich
Qualified Rescue EMT Gerald Spoerner
Qualified Rescue EMT Thomas Vukovich
Qualified Rescue EMT Joseph Soltis

HAMMOND'S FIRE CHIEFS

1884 - 1885	Carrol N. Towle
1885 - 1886	Michael Clements
1886 - 1887	Michael Clements
1887 - 1888	Jacob Kasper
1888 - 1889	Jacob Kasper
1889 - 1893	H. M. Godfrey
1893 - 1894	Nicholas Kaiser
1894 - 1898	A. N. Champaigne
1899 - 1902	Nicholas Haan
1902 - 1904	Benjamin L. Bell
1904 - 1918	Peter Dilschneider
1918 - 1939	William Nill
1939 - 1948	Joseph Scherer
1948 - 1952	Adelbert Sargent
1952 - 1956	William Tamm
1956 - 1968	Edward Spolnik
1968 - 1976	Benjamin Michaw



MAYOR EDWARD J. RASKOSKY

Edward J. Raskosky was born February 8, 1922. Life long resident of Hammond, attended Hammond schools, graduated from Hammond High School. He attended Indiana University and received a Bachelor of Laws Degree from Indiana University School of Law in 1949. Began law practice in 1949 with Walter Nowicki and became a partner.

Active in politics and for several years served as Democratic Precinct Committeeman. Presently serving as Vice Committeeman and Hammond Democratic City Chairman.

1956 and part of 1957 - Assistant City Attorney of Hammond

1957 - 1959 - Chief Lake County Deputy Prosecutor for City of Hammond - Hammond City Court.

1960 - 1964 - Practiced as lawyer with law firm Nowicki, Raskosky & Kohl.

1965 - 1966 - Indiana State Representative in the State of Indiana Legislature.

1966 - Appointed by Governor of Indiana as Judge of Hammond City Court.

1967 - 1971 - Ran for City Judge of Hammond City Court - was successfully elected.

1968 - Appointed (honorary) Deputy Attorney General - State of Indiana.

1971 - 1975 - Ran for office of Judge Hammond City Court - successfully elected.

1976 - to date Elected Mayor - City of Hammond.

Considered one of the best Trial Lawyers in the State of Indiana.

Active in Civic Organizations including:

V.F.W. General W. G. Haan Post 3029

Hammond Elks 485

Hammond Kiwanis Club

American Legion Post 168

Lansing Sportsman Club

Hammond Fraternal Order of Police Lodge 51

Loyal Order of Moose Lodge 570

Hammond Bar Association, Indiana State Bar Association

Hammond Chamber of Commerce

Indiana University Alumni Association

Supreme Court of Indiana

Married to the former Dorothea Smith - two children, Philip and Roger and four grandchildren.

LOCAL GOVERNMENT

MAYOR

- EDWARD J. RASKOSKY, DEMOCRAT
Off: Municipal Bldg., 5925 Calumet Ave., 46320 Ph: 853-6301
Res: 6636 Forest Avenue 46320

CITY JUDGE

- JOHN F. CRAWFORD, DEMOCRAT
Off: City Court, 5925 Calumet Ave., 46320 Ph: 853-6389
Res: 7429 Knickerbocker Parkway 46320

CITY CLERK

- STANLEY KULIK, DEMOCRAT
Off: Municipal Bldg., 5925 Calumet Ave., 46320 Ph: 853-6346
Res: 52 Waltham St. 46320 Ph: 931-6510

CITY COUNCIL - COUNCILMEN AT LARGE

- GEORGE W. CARLSON, DEMOCRAT
Off: 3210 Indianapolis Blvd., E. Chicago 46312 Ph: 397-9050
Res: 7343 Arizona Ave., Hammond 46323 Ph: 844-6492

- JOHN A. SKURKA, DEMOCRAT
Res: 3011 - 165th St. 46323 Ph: 844-8852

- KENNETH D. SPURLOCK, DEMOCRAT
Res: 1512 - 169th St. 46324 Ph: 845-4011 or 659-1022

DISTRICT COUNCILMEN

1st District - GERALD M. BOBOS, DEMOCRAT
Res: 1339 Davis Ave., Whiting 46394 Ph: 659-1933 or 844-0375

2nd District - EDWARD BRAGIEL, DEMOCRAT
Res: 220 - 142nd St. 46327 Ph: 932-3243

3rd District - JOHN H. PARRISH, DEMOCRAT
Res: 1108 Cleveland St., 46320 Ph: 931-4354

4th District - LOUIS KARUBAS, DEMOCRAT
Res: 6232 Forest Ave. 46320 Ph: 932-0378 or 931-3570

5th District - ANTHONY C. COLANTONIO, DEMOCRAT
Res: 7245 Magoun Ave. 46320 Ph: 844-8285

6th District - FRANK MRVAN, DEMOCRAT
Res: 6732 Maryland Ave. 46323 Ph: 844-3375 or 397-1000

LAKE COUNTY GOVERNMENT - ADMINISTRATIVE OFFICES

NICK KROCHTA, CLERK, Lake Circuit & Superior Court

NOAH ATTISON SPANN, JR., COUNTY COMMISSIONER, 1st District

NICK ANGEL, COUNTY COMMISSIONER, 2nd District

RUDY BARTOLOMEI, COUNTY COMMISSIONER, 3rd District

LESLIE O. PRUITT, SHERIFF

STEVE W. MANICH, SURVEYOR

DR. JOSE ARREDONDO, AUDITOR

WILLIAM I. BIELSKI, JR., RECORDER

ANDREW G. HOLINGA, TREASURER (DECEASED) - Widow Irene, Appointed

MICHAEL JANKOVICH, ASSESSOR

DR. WILLIAM H. MOTT, CORONER

ALBERT W. WILLARDO, CORONER FOR TERM BEGINNING JANUARY, 1978

LAKE COUNTY GOVERNMENT - COUNTY COUNCIL

RICHARD J. BLASTICK, 1st District

GERALD J. MAZUR, 2nd District

CLARK A. METZ, 3rd District

FRANK H. PERRY, 4th District

ROLLAND C. BECKHAM, JR., 5th District

DAVID J. BRADACH, 6th District

SYDNEY E. GARNER, 7th District

LAKE COUNTY GOVERNMENT - JUDICIAL OFFICES

31ST JUDICIAL CIRCUIT

JUDGE FELIX A. KAUL, Lake Circuit Court

NICK KROCHTA, Clerk, Lake Circuit & Superior Courts

RAYMOND C. SUFANA, PROSECUTOR

JUDGE JAMES J. RICHARDS, Chief Judge, Civil & Criminal Divisions

JUDGE JAMES DANIKOLAS, Civil Division

JUDGE MORTON B. KANZ, Civil Division

JUDGE CORDELL C. PINKERTON, Civil Div.

JUDGE JAMES T. MOODY, Civil Division

JUDGE ANDREW V. GIORGI, Senior Judge - CRIMINAL DIVISION

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JUDGE JAMES C. KIMBROUGH, CRIMINAL DIVISION

JUDGE JAMES. L. CLEMENT, CRIMINAL DIVISION

JUDGE JOSEPH MESZAR, Senior Judge - JUVENILE COURT

JUDGE NICHOLAS J. SCHIRALLI, SMALL CLAIM COURTS - DIVISION ONE

JUDGE LORENZO ARREDONDO, SMALL CLAIM COURTS - DIVISION TWO

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HISTORICAL SOCIETIES IN LAKE COUNTY, INDIANA

East Chicago Historical Society
2401 East Columbus Drive
East Chicago, Indiana 46312
Jean Templeton

Hammond Historical Society
260 - 165th Street
Hammond, Indiana 46324
Roger Reeder

Hessville Historical Society
7505 Kennedy Avenue
Hammond, Indiana 46324
Marjorie Daniels

Highland Historical Society
2647 W. 45th Street
Highland, Indiana 46322
Mrs. Robert Massack

Hobart Historical Society
P.O. Box 24
706 East 4th Street
Hobart, Indiana 46342
Mrs. Donald Ballantyne

Lake County Indiana Historical Association
P.O. Box 614
Crown Point, Indiana 46307
Bruce Woods

Lake Court House Foundation
P.O. Box 556
Crown Point, Indiana 46307
Wilbur Heidbreder

Ross Township-Merrillville Historical Society
202 East 68th Place
Merrillville, Indiana 46410
Margaret Mance

Whiting-Robertsdale Historical Society
1732 Davis Street
Whiting, Indiana 46394
Mrs. Clarence Gehrke



EVAINEZ JONAS

Evainez Jonas - President Hammond Historical Society 1976 - 1977

Resident of Hammond since 1925 - Graduate of Hammond High School and St. Catherine Hospital School of Nursing.

Daughter of Coin C. Beeler, one of the early developers of the Woodmar area - married to Willard R. Jonas, who's grandparents settled in Hammond in the late 1800's.

Currently employed as an Industrial nurse at Hammond Valve Corporation, formerly Hammond Brass Corporation founded in 1911 on Hohman Avenue.

Past President Calumet Association Occupational Health Nurses; member of the Board Directors Indiana Association Occupational Health Nurses; recent member Legislative Committee American Association Occupational Health Nurses; Chairman of Indiana and Calumet Legislative Committee.

Past President Lutheran Church Women and the Altar Guild of First United Lutheran Church, Hammond, Indiana

Interested in photography, genealogy, indoor gardening and cooking; Collector of antique glass and china, old bibles and hymnals. Currently learning to stain small ceramic birds.



GRACE E. MACK

Grace E. Mack (nee Barron). Born in East Chicago, Indiana. Daughter of George and Marie Barron (pioneer family, settled in East Chicago in 1889).

Attended East Chicago public schools. Graduated from Roosevelt High School in 1938. One brother, Russell J. Barron, Sr. Family moved to Hammond in 1940. Married to Verlyn P. Mack in 1941 who was appointed to the Hammond Fire Department in 1945; he retired from the department in 1968. One son, Lance V. Mack, age 28 and proud grandparents of Christina Mack.

Grace is employed by the City of Hammond where she has completed 21 years of service, 12 as a secretary in the Patrol Division of the Hammond Police Department and is currently employed in the Hammond Sewer Department office.

Grace's affiliations include: The Hammond Woman's Jackson Club; the Franklin D. Roosevelt Club; South Hammond Democratic Club, the Hammond Women's Democratic Club, and last but not least, now president of the Hammond Historical Society.

Her hobbies include politics, reading and swimming.

Grace and Verlyn are members of St. Paul Episcopal Church in Hammond.

OFFICERS 1977 - 1978

Hammond Historical Society, Hammond, Indiana

President	Mrs. Grace Mack
1st Vice President.	Donald Backe
2nd Vice President.	Charles McGregor
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4th Vice President.	Calvin Bellamy
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PAST PRESIDENTS

John Wilhelm	1959-60
Warren A. Reeder	1960-61
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Verlyn Mack	1971-72
Mrs. Nina Cravens	1972-73
Mrs. Ray Williams	1973-74
Kurt Marx	1974-75
Miss Fern Arnold	1975-76
Mrs. Willard Jonas	1976-77

HAMMOND HISTORICAL SOCIETY PROGRAMS
Since 6/75

<u>TAPE-SIDE</u>	<u>DATE</u>	<u>NAME</u>	<u>SUBJECT</u>
22-1	9-21-75	Robert Heinze	Standard Oil of Indiana
23-2	10-14-75	J. Ralston Miller	"Early Days of Radio"
25-2	11-23-75	Eileen Keane Luney	The Keane School of Dancing
26-2	2-17-76	Florence Hammond Cleveland and Alice Hammond Brooks	"A Walk Down South Hohman Avenue"
29-2	3-21-76	Ralph Dunn	The Miner Dunn Restaurants
30-2	4-13-76	Edwin Nelson	History of Hammond School Athletic Program
	5-18-76	Robert Lee Smith	George Rogers Clark
	6-20-76		Tour of Crete-Steger area
32-2	9-19-76	Carl Kleihege	"Forward into Yesterday"
	10-17-76	Warren Reeder	Film "This is Hammond"
63-1	11-21-76	Roscoe Protsman	"One Room Schools in St. John Township"
33-2	2-20-77	Walter Millikan and Clarence Neidow	Reminiscences of State Street & Rimbach Street
64-2	3-20-77	Henry J. Geiger	"Music & Musicians in Early Hammond"
64-1	4-17-77	Robert Sullivan	"Conrail as I See It"
39-2	5-17-77	Lance Trusty	"Hard Times in the Calumet"
	6- 5-77		Tour of Hammond Water Filtration Plant
40-2	9-18-77	Verlyn & Grace Mack	"Peter Mack and His Times"
	11-13-77	Willard J. Congreve	"Impressions of Hammond"

AN INVITATION TO JOIN THE HAMMOND HISTORICAL SOCIETY

"WHEN WE WERE YOUNG WE DID NOT ASK QUESTIONS —
WHEN WE WERE OLD THERE WAS NO ONE TO ANSWER THEM"

Founded in 1960, the Hammond Historical Society has as its purpose "to publish, and to promote and to preserve historical knowledge and to spread historical information with reference to the City of Hammond, Lake County, Indiana."

MEMBERSHIP BENEFITS

Through the medium of regular meetings during the year, our annual banquet, held at a different house of worship each year and a historical tour, we meet to exchange ideas and to enjoy the fellowship of like minded local historians, both in Hammond and the Calumet Region in Lake County.

Through the Calumet Room in the Hammond Public Library we have met one of our goals — "to collect and preserve the materials of history, art and industry." This is open for earnest and casual seekers of information as to Hammond history under the able direction of Florence Hammond Cleveland.

We have printed and distributed to our members six publications thus far:

- 1) The 1904 Reproduction of the Hammond Daily News, being a history of Hammond from its inception to that date, replete with pictures.
- 2) The 1891-92 Hammond City Directory, including city officials 1883-1910 and a story on "How Hammond Got Its Name."
- 3) The history of the tragic wreck of the Hagenbeck-Wallace Circus Train wreck of 1918 in Hammond where 86 lives were lost.
- 4) STRIKE! The Standard Steel Car Company and its Labor Problem from 1906 to 1919.
- 5) Red Crown Gasoline; One Man's Experience with the Standard Oil Company of Indiana; a story about "Cut Back" asphalt.
- 6) The First City Directory for Hammond, East Chicago, Hegewisch, Burnham and West Hammond (now Calumet City); 1889-1890. This is the only known census record for these cities.

YOUR PART

- 1) Your interest in our programs for promotion and preserving our historical heritage.
- 2) Our nominal annual dues
Individual Membership \$ 5.00
Institutional Membership 10.00
- 3) Life memberships
Individuals \$100.00
Institutions 200.00

To be deposited in a separate trust fund.

To new members, this includes a free copy of one of our publications as listed. You are invited to join, both young and old.

Please make check payable to:

Hammond Historical Society, Inc.
260 - 165th Street
Hammond, Indiana 46324
931-5100 932-0400

Most of our meetings are held on Sunday afternoon in the auditorium of the Hammond Public Library, 564 State St., Hammond, Indiana.

People Who Helped Compile This Book

John F. Wilhelm	Roger K. Reeder
William Tuley	Anita Chenore
Marjorie Sohl	Edward Hayward
Grace Mack	



S. W. CORNER, COLUMBIA AVENUE AND CONKEY STREET, MAY 7, 1974



HAMMOND HOTEL, 22 STATE STREET, DECEMBER 22, 1975



WERTH FURNITURE CO., 508 STATE STREET, MAY 28, 1976